

Section 4.4

Relocations

This section discusses the potential for the proposed action to result in relocations of residences, business, farmsteads and horse paddocks. This section provides information on the affected environment related to relocations, including one new business structure that has been constructed in the proposed right-of-way of Alternative B since publication of the June 2000 Final EIS. This section also provides updated information on relocation impacts, including properties that have been acquired to date and platted residential subdivisions.

4.4.1 Approach and Methodology

4.4.1.1 Changes since June 2000 Final EIS

To update the affected environment and environmental consequences information associated with potential relocations in the study area, Sections 3.4 and 4.4 of the Final EIS were reviewed to determine the changes that had taken place since publication of the Final EIS. The study area for relocations is described in Section 4.0.1, *Study Area*, of this document.

Meetings were held with the appropriate city and county planning staff to discuss local land use changes in the study area and to determine whether those changes would affect relocation impacts disclosed in the Final EIS. Minutes of the meetings (HDR Engineering 2003) were reviewed in the preparation of this section. Table 4.1-1 in Section 4.1, *Land Use*, of this Supplemental EIS provides a summary of the dates and attendees at those meetings. In addition, Dave West, the UDOT Right-of-Way Manager for the Legacy Parkway project, was contacted to determine which properties within the Alternative D (Final EIS Preferred Alternative) right-of-way had been acquired since publication of the Final EIS (West pers. comm.[a]).¹ Displacements were reassessed to determine whether the narrower typical cross section (i.e., 95 m [312 ft] versus 100 m [328 ft]) proposed for each of the build alternatives (see Chapter 3, *Alternatives*) would change the number or type of relocation impacts disclosed in the Final EIS (West pers. comm.[b]).

4.4.1.2 Changes since Draft Supplemental EIS

Changes have been made to the calculations of relocations impacts since the Draft Supplemental EIS was published in December 2004. Those changes were made for the following reasons.

¹ All land acquisitions described in this section are fee-simple title transfers in which UDOT owns the land under clear title. It should be noted, however, that there are other properties within the right-of-way of the build alternatives for which UDOT has a right or access, or is at an interim stage of the condemnation process. These additional properties are not described herein.

- As stated in Section 4.0, *Introduction*, additional minor modifications have been made to the alignments of Alternatives A and E (Final EIS Preferred Alternative) since preparation of the Draft Supplemental EIS. Where applicable, impact information presented in this Final Supplemental EIS has been updated to reflect those modifications.
- The acquisition status of business properties within the Alternative D/E right-of-way has been updated to reflect new acquisitions. See Section 4.4.3.2, *Businesses*, and Tables 4.4-4 and 4.4-7.
- Out-of-date information has been updated based on recent input since publication of the Draft Supplemental EIS, and the impact assessment revised as appropriate.
 - Construction has occurred in new housing developments; residential property displacements have been revised accordingly. See Section 4.4.3.1, *Residential Properties*, and Table 4.4-1.
 - Several new residential subdivisions have been platted. Revisions have been made in tables throughout this section to reflect the number of these platted lots that would be displaced under each proposed build alternative.
- Some of the impact assessments were found to be based on incorrect calculations. Such incorrect calculations have been revised. See Section 4.4.3.3, *Farmsteads and Horse Paddocks*, and Tables 4.4-5 and 4.4-7.
- UDOT held additional meetings with planning staff from local jurisdictions in October, November, and December 2004, to discuss topics pertaining to the Supplemental EIS, including current land use, updates to local plans, and potential use of the land associated with the proposed action and the Legacy Nature Preserve if the proposed action is not constructed. Although some of these meetings took place prior to December 2004, this information was inadvertently left out of the Draft Supplemental EIS.

4.4.2 Affected Environment

4.4.2.1 Existing Conditions

Several residential, business, farmstead, and horse paddock properties are located in the study area. As noted in the Final EIS, single-family housing is the predominant type of residence in the study area and the only type of residential property that could be affected by any proposed build alternative. Some land in the study area is zoned light industrial and currently supports businesses associated with auto repair, storage, and other nonretail enterprises. As described in Section 4.2, *Farmlands*, there are over 1,614 ha (3,990 ac) of irrigated and non-irrigated cropland in the study area. In addition, there are numerous horse paddocks and corral facilities in the study area, most of which are located on small parcels of between 1 ha and 3 ha (2 ac and 8 ac).

Although the types of residences, businesses, and farmsteads in the study area have not changed since publication of the Final EIS, one existing business in the study area, Pack Storage Units, has constructed an additional storage facility since publication of the Final EIS. Pack Storage Units was identified in the Final EIS as a business that would be displaced if Alternative B were implemented.

4.4.2.2 Uniform Relocation Assistance and Real Property Acquisition Act of 1970

The Uniform Relocation Assistance and Real Property Acquisition Act (URAA), as amended (42 USC 4601 et seq., as amended, 1989), requires that project applicants provide equitable and uniform treatment of all persons displaced from their homes, businesses, and farmsteads, without discrimination on any basis. The act requires that financial and technical relocation assistance be provided to residents displaced, and that business and farmstead properties be purchased at fair market value. A more complete description of the requirement of the URAA is provided in Section 4.4 of the June 2000 Final EIS.

The relocation provisions of the URAA do not apply to platted lots where structures would not be displaced by project construction.

4.4.3 Environmental Consequences and Mitigation Measures

The following subsections provide an update of the environmental consequences and mitigation measures associated with relocation impacts.

4.4.3.1 Residential Properties

As described in the Final EIS, all the residential properties that would be affected by the proposed build alternatives are occupied, single-family structures. There have been no changes to the number, type, or location of residential properties identified for displacement in the Final EIS. However, all four of the residential structures that fall within the Alternative D/ E alignment have been acquired by UDOT since publication of the Final EIS (West pers. comm.[a]). Table 4.4-1 below lists the residential displacements that would occur under each of the alternatives as well as the number of platted lots that would be affected by the proposed build alternatives.

Since publication of the Draft Supplemental EIS, the number of residential properties displaced by Alternative A has been updated because construction has occurred in new housing developments, as described in Section 4.1.2.1, *Current Land Use and Development Trends in the Study Area*. Alternative A would displace an additional 10 residential properties not indicated in the Draft Supplemental EIS, which leads to a total of 17 residential displacements under Alternative A. Of these additional residential properties, three are in the Foxboro development in North Salt Lake and seven are in the Birnam Woods development in West Bountiful.

The following provides a summary of the impacts on residential properties that would result from the No-Build Alternative and the build alternatives.

No-Build Alternative

Existing Conditions (2004)

No residential properties would be displaced under the existing conditions No-Build Alternative.

Future Conditions (2020)

If none of the build alternatives is implemented, future transportation improvement projects may be undertaken by local jurisdictions in the study area to address capacity needs not being met by the proposed action. These future projects could possibly displace residential properties, although the nature and timing of these projects are not known at this time.

Build Alternatives

As mentioned above, there have been no changes in the number, type, or location of residential properties that would be displaced by the proposed build alternatives since publication of the Final EIS, except for Alternative A. Table 4.4-1 summarizes the number of residences and platted lots that would be displaced by each build alternative. (The addresses of these residential properties are provided in Section 4.4.1 of the Final EIS.) The proposed narrower typical cross section would not affect the number of residential properties that would be displaced by the build alternatives because no additional residential properties would be included or excluded by this right-of-way width change (West pers. comm.[b]).

Table 4.4-1 Number of Residential and Platted Lot Displacements Associated with Build Alternatives

Alternative	Number of Residential Displacements ¹	Number of Platted Lot Displacements ²
No-Build Alternative	0	0
Alternative A	17	67
Alternative B	14	36
Alternative C	5	0
Alternative D	4	0
Alternative E	4	0

Notes:

¹ Represents number of single-family residences that would be displaced in the proposed 95-m (312-ft) right-of-way. See Section 4.4.1 of the Final EIS for location information for residential structures.

² Represents the number of platted lots that would be bisected by a proposed build alternative and, therefore, not available for construction of residential homes. Under Alternative A, 53 platted lots would be displaced from the Foxboro Development, 13 from Birnam Woods, and one from Olsen Farms. All platted lots displaced under Alternative B would be in the Foxboro Development. See Section 4.1.2.1, *Current Land Use and Development Trends in the Study Area*, for a description of each of these platted developments.

Table 4.4-2 lists the residential properties that have been acquired by UDOT since publication of the Final EIS (West pers. comm.[a]). Acquisition of these four properties would be necessary for construction of any proposed build alternative.

Table 4.4-2 Residential Property Acquired since Publication of Final EIS*

Residential Property Address	Associated Road Segment Triggering Acquisition
1395 W. Parrish Lane, Centerville	500 South Interchange (Woods Cross) to Parrish Lane (Centerville)
250 W. 1050 South, Farmington	Parrish Lane (Centerville) to Glovers Lane (Farmington)
562 West 100 North, Farmington	Glovers Lane (Farmington) to I-15/US-89 interchange (Farmington)
602 W. State Street, Farmington	

Note:

* Represents property acquired as of September 2003. Acquisition necessary for construction of any build alternative.

4.4.3.2 Businesses

As described in the Final EIS, several businesses in the study area would be displaced by the construction of the build alternatives. The number, type, location, and number of employees associated with business displacements is the same as presented in the Final EIS, except that Alternative B would displace one additional structure that was constructed since publication of the Final EIS. The new structure is associated with an existing business that the Final EIS indicated would be displaced. As of August 2005, 13 of the 14 business properties required for constructing Alternative D/E have been purchased by UDOT (West pers. comm.[e]).

The following provides a summary of the impacts on businesses that would result from the No-Build Alternative and the build alternatives.

No-Build Alternative

Existing Conditions (2004)

No businesses would be displaced under the existing conditions No-Build Alternative.

Future Conditions (2020)

If none of the build alternatives is implemented, future transportation improvement projects may be undertaken by local jurisdictions in the study area to address capacity needs not being met by the proposed action. It is possible that these future projects would displace businesses in the study area, although the nature and timing of these projects are not known at this time.

Build Alternatives

Table 4.4-3 provides a summary of the number of businesses and employees that would be displaced by each build alternative. (The addresses of these businesses are provided in Section 4.4.2 of the Final EIS.) Although the number of businesses and employees displaced by the build alternatives would be the same as the number presented in the Final EIS, a new storage facility (owned by Pack Storage Units) constructed since publication of the Final EIS would also be displaced. This additional impact would not result in another business displacement because Pack Storage Units was already considered displaced in the Final EIS. However, if Alternative B were implemented, additional compensation to Pack Storage Units would be required for the new structure. The proposed narrower typical cross section would not

affect the number of businesses that would need to be acquired for construction of any proposed build alternative (West pers. comm.[b]).

Table 4.4-3 Number of Business Displacements Associated with Build Alternatives*

Alternative	Number of Business Displacements	Approximate Number of Employees Displaced
No-Build	0	NA
Alternative A	16	124
Alternative B	10	57
Alternative C	9	57
Alternative D	14	109
Alternative E	14	109

Note:

* Represents number of businesses that would be displaced within the proposed 95-m (312-foot) right-of-way. See Section 4.4.2 of the Final EIS for location information.

Thirteen of the 14 business properties required have been acquired (Table 4.4-4) (West pers. comm.[e]). These properties were originally acquired to facilitate construction of Alternative D (Final EIS Preferred Alternative), but several of the properties would also be required for construction of the other build alternatives, as indicated in Table 4.4-4.

Table 4.4-4 Business Properties Acquired¹

Identity and Address	Road Segment Triggering Acquisition	Build Alternatives Requiring Acquisition of Property ²				
		Alt A	Alt B	Alt C	Alt D	Alt E
B&M Concrete 1710 West 900 North North Salt Lake	I-215/2100 North interchange (North Salt Lake) to 500 South interchange (Woods Cross)		X	X	X	X
Salley Wheelwright Trucking 2198 West 2425 South Woods Cross	I-215/2100 North interchange (North Salt Lake) to 500 South interchange (Woods Cross)	X			X	X
Commercial Coatings 55 South 1500 West Centerville	500 South interchange (Woods Cross) to Parrish Lane (Centerville)	X			X	X
Phil's Automotive 1411 Parrish Lane Centerville	500 South interchange (Woods Cross) to Parrish Lane (Centerville)	X			X	X
Hogan and Associates 1398 Parrish Lane Centerville	Parrish Lane (Centerville) to Glovers Lane (Farmington)	X			X	X
LMCC 919 North 1250 West Centerville	Parrish Lane (Centerville) to Glovers Lane (Farmington)	X			X	X

Identity and Address	Road Segment Triggering Acquisition	Build Alternatives Requiring Acquisition of Property ²				
		Alt A	Alt B	Alt C	Alt D	Alt E
Nielson Storage 400 West 250 South Farmington	Glovers Lane (Farmington) to US-89 interchange (Farmington)	X	X	X	X	X
John Stathis 650 West State Street Farmington	Glovers Lane (Farmington) to US-89 interchange (Farmington)	X	X	X	X	X
Cams 650 West 100 North Farmington	Glovers Lane (Farmington) to US-89 interchange (Farmington)	X	X	X	X	X
Oakridge Storage 530 West 100 North Farmington	Glovers Lane (Farmington) to US-89 interchange (Farmington)	X	X	X	X	X
Daniels Design 530 West 100 North Farmington	Glovers Lane (Farmington) to US-89 interchange (Farmington)	X	X	X	X	X
Peterson Storage 562 West 100 North Farmington	Glovers Lane (Farmington) to US-89 interchange (Farmington)	X	X	X	X	X
Beck Paving 136 North 600 West Farmington	Glovers Lane (Farmington) to US-89 interchange (Farmington)	X	X	X	X	X
Notes:						
¹ Information representative of property acquired as of August 2005.						
² An “X” in a column indicates that the acquisition of this property is necessary for construction of that alternative.						

4.4.3.3 Farmsteads and Horse Paddocks

As described in the Final EIS, several farmsteads and horse paddocks would be affected by the build alternatives. As indicated in the Final EIS, acquisition of farmland for highway construction is not considered a farm displacement unless the amount of farmland acquired is large enough to render the remainder of the farm nonviable. In most cases, UDOT would acquire land but leave the farmstead (farm structures and improvements) intact. Other farmland impacts, such as land acquisitions, lost crop production, and split parcels, are discussed in Section 4.2, *Farmlands*, of this document. The number and location of farmsteads and horse paddocks that would be displaced as a result of the build alternatives has not changed since publication of the Final EIS. However, the number of horse paddocks displaced by Alternative A has changed since publication of the Draft Supplemental EIS, from 15 to 16 horse paddocks. The following provides a summary of the impacts on farmsteads and horse paddocks that would result from the No-Build Alternative and the build alternatives.

No-Build Alternative

Existing Conditions (2004)

No farmsteads or horse paddocks would be displaced under the existing conditions No-Build Alternative.

Future Conditions (2020)

Farmland in the study area is rapidly being sold for commercial and residential development (see Section 4.2, *Farmland*, of this document). Existing farmsteads and horse paddocks could be displaced as development of the area continues. The impacts of this development would be similar to those that would occur under the build alternatives. In addition, farmsteads and paddocks could be displaced if future projects are undertaken by local jurisdictions in the study area to address capacity needs not being met by the proposed action. The location and timing of these displacements are not known at this time, but since the study area is likely to be built out within the study period, it is likely that many of these farmsteads and horse paddocks will be displaced in the next 15 years.

Build Alternatives

Table 4.4-5 provides a summary of the number of farmsteads and horse paddocks that would be displaced by each build alternative. (The location of these resources is provided in Section 4.4.3 of the Final EIS.) Alternative A would displace one additional horse paddock that was not included in the Draft Supplemental EIS, for a total of 16. The proposed narrower typical cross section would not affect the number of horse paddocks or farmsteads that would need to be acquired for construction of any proposed build alternative (West pers. comm.[b]).

Table 4.4-5 Number of Farmstead and Horse Paddock Displacements¹

Alternative	Type of Property ²	Number of Displacements
No-Build	NA	0
Alternative A	F	0
	H	16
Alternative B	F	2
	H	16
Alternative C	F	0
	H	8
Alternative D	F	0
	H	10
Alternative E	F	0
	H	10

Notes:

¹ Represents number of farmsteads and horse paddocks that would be displaced within the proposed 95-m (312-ft) right-of-way. See Section 4.4.3 of the Final EIS for location information.

² F = farmstead; H = horse paddock and/or corral

Ten horse paddock facilities have been acquired since publication of the Final EIS (Table 4.4-6) (West pers. comm.[a]). These properties were originally acquired to facilitate construction of Alternative D (Final EIS Preferred Alternative), but several of the properties would also be required for construction of the other build alternatives, as indicated in Table 4.4-6.

Table 4.4-6 Horse Paddocks Acquired by Location since Publication of Final EIS¹

Location	Number of Horse Paddocks Acquired at Location	Build Alternatives Requiring Acquisition of Property ²				
		Alt A	Alt B	Alt C	Alt D	Alt E
Between 1200 North and Pages Lane (West Bountiful), near 1400 North	2	X	X	X	X	X
East of Bountiful Sanitary Landfill along 1100 West (West Bountiful)	2	X	X	X	X	X
At intersection of 1100 West and Porter Lane, on the north side of Porter Lane	1		X	X	X	X
On Sheep Road (1500 West, Centerville) between Commercial Coatings and Utah Power substation	1	X			X	X
On west side 1250 West (Centerville), south of Parrish Lane, between Phil's Automotive and Aspen Springs Storage	1	X			X	X
On east side of 1250 West (Centerville), north of Parrish Lane	1	X			X	X
On relocated portion of Burke (Park) Lane (Farmington)	2	X	X	X	X	X

Notes:

¹ Information representative of property acquired as of August 2005.² An "X" in a column indicates that the acquisition of this property is necessary for construction of that alternative.

4.4.3.4 Summary of Displacements

Table 4.4-7 summarizes the displacement information presented above for residences, businesses, and farmsteads and horse paddocks, and updates the information presented in Table 4-8e in the Final EIS. Table 4.4-7 also provides information on the number of parcels that have been acquired to date and how those acquisitions would support construction of each of the proposed build alternatives.

Table 4.4-7 Summary of Displacements*

Type of Displacement	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Residential	17 (4)	14 (4)	5 (4)	4 (4)	4 (4)
Platted Lots	67 (0)	36 (0)	0 (0)	0 (0)	0 (0)
Business	16 (12)	10 (8)	9 (8)	14 (13)	14 (13)
Farmstead	0 (0)	2 (0)	0 (0)	0 (0)	0 (0)
Horse Paddock	16 (9)	16 (7)	8 (7)	10 (10)	10 (10)

Note:

* The number of properties acquired that would facilitate construction of the indicated build alternative is represented in parenthesis next to the number of displacements. Information representative of property acquired by UDOT as of August 2005.

4.4.3.5 Mitigation Measures

As stated in the Final EIS, assistance and re-establishment expenses would be provided to displaced property owners and lessees pursuant to eligibility and other requirements of the URAA.